

# San Francisco Peninsula Rail Program Executive Steering Committee

## Item 7 – Risk Register Update

February 19, 2021



# Risk Register

- 2008 Risk Report Converted to FTA Guidance
- IPMT Workshops in September 2020, October 2020, and February 2021
- Qualitative Risk Workshop in April 2021
- Continue with quarterly updates
- Quantitative Risk Workshop in November 2022 (subject to acceleration schedule)
- Currently tracking 145 discrete risk items

# FTA Risk Categories and Ranking

## Categories and Examples

- Requirements: Funding, ROW Acquisition, Hazardous Materials
- Design: approval of design exceptions, changes in Fire Life Safety regulations
- Market: labor or skill shortages, strong contractor backlog
- Construction: insufficient laydown area, utility relocation, adjacent to operating rail line

## Ranking

	Low (1)	Med (2)	High (3)	Very High (4)	Significant (5)
Probability	<10%	10> <50%	>50%	76%> <90%	>90%
Severity					
Cost	<\$250k	\$250k> <\$1m	\$1m> <\$3m	\$3m> <\$10m	>\$10m
Schedule	<1 Month	1> <3 Months	3> <6 Months	6> <12 Months	>12 Months
Ranking	<=3	3.1-9.49		>=9.5	

# Select Risk Examples

Category	Activity	Description	Cause	Risk Owner	Ranking	Possible Mitigations
Market	Procurement	Project Delivery method approval	Delayed Board approvals	TJPA/IPMT	Very High	Industry Sounding, Agency Questionnaire, Delivery Report
Requirements	Funding	Delay in RM3 decision	Litigation	TJPA/ MTC/BATA	Very High	Phasing Report, Value Engineering, Alternative Delivery
Design	Rail Systems	Changes to Operators' Signal Control systems	Operations planning	TJPA	High	TJPA to freeze design at 30%
Requirements	Environmental	Additional environmental documentation	Changes to project during Phasing or design	TJPA	Very High	Stay within existing approved Area of Potential Effect / Footprint

# Questions

